

The British government was thus distinctly and formally advised of the position and the views of the United States, and no objection thereto has been expressed. A further effort to effect a treaty was made in 1874, after the passage by the British Parliament of an act annulling the act of 1870, which resulted in failure for precisely similar reasons.

This failure to negotiate a new treaty arose solely because the United States could not accept as part of some of the provisions of the act of 1870, and preference was given to the treaty of 1842 as the more judicious and practically carried into effect by our government, and thus we have proceeded up to the present time.

In support of the construction which this govern-

their road through certain streets and avenues reported in favor of granting the desired franchise. The road is to commence on Water street, near the Ferry, running thence to Pearl street, through Williams street, crossing the river at the lower end of the bridge by street to Gold street, along the latter street to the junction of Dekalb avenue and Falmouth street, and thence to Lexington square and Lexington avenue to Grand avenue, where it will cross the Long Island city bridge. Permission is also given to operate a belt line. Permission is also given to operate a belt line commencing at the junction of Sands and Pearl streets and thence along Sands to the New York bridge, and thence along Sands to the New York bridge. This franchise also accords permission to cross said bridge.

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